

Commercial

PUBLISHED WEEKLY BY
HENRY M. WHITNEY.

THE PACIFIC Commercial Advertiser.

[From the Jersey City Times.]

Great Railway Disaster.

We have to record the most extensive and fatal casualty ever known in this country. Yesterday morning at a very early hour a very large train left Orange, N. J., en route for the White House, Washington, D. C., under charge of Chief Engineer George B. McClellan. It was expected to make the trip through in twelve hours. The train was heavily laden with merchandise shipped by a New York Jew house, August Belmont, agent. All the Copperheads in the country were passengers, besides a few innocent people who had been deluded into taking an excursion trip by the offer of dead-head tickets. Horatio Seymour was the conductor, assisted by Franklin Pierce, C. L. Vandalligham and Joel Parker. Ben Wood was appointed to hold all the money received for fares and wore a hat band marked conspicuously 4 11-44.

For convenience and comfort the passengers were classified in the cars; the foggies under charge of Robert C. Winthrop and Millard Fillmore; the short boys under John Van Buren and Captain Rynders, the mountebanks and minstrels led by Jack Rodgers and Marble, editor of the World, and the clergymen marshaled by the Very Reverends C. Chauncy Burr and H. J. Vandkye.—There were several cars that were intended to be attached to the train that did not make connection—one from Canada with George N. Sanders conductor, and a roomy one from New York, filled with Gov. Seymour's "friends," were both restrained by the unwarrantable interference of a man named Benjamin F. Butler, who came to New York last week to "stop a split." The cars were gorgously decorated with such elegant mottoes as the following: "Bitter harriz," "A. Lincoln is a gorilla," "Little Mike's the b'y, be'fore you," "Niggers for slaves, Irishmen for our masters," "We are coming, brother Jeff," "Let us change our banner," "Here's your spangles for you, Massa Davis."

They moved out of the Orange depot gallantly, to the tune of Dixie, though the engineer hesitated when the final moment of departure came, about stepping on the platform, and was at last only got on board by a little expedient of Fernando Wood who pulled him into the train backwards by his coat tail. Major General McClellan was dressed in full rig of a Major General, for which his Uncle Sam paid. He was very nervous, and remarked that he should prefer a gunboat to a ride on such a locomotive. This engine was a new one, built at Chicago last August, but on a plan designed by Benedict Arnold, and subsequently improved by Aaron Burr and John C. Calhoun. It was built to the order of Jeff. Davis and bears the engaging name of "Cession," which was adopted as a slight change from the original designation "Secession." It occasioned a good deal of remark that hardly any soldiers took passage on the train. There were men named Grant, Sheridan, Sherman, Hooker and Dix around, who very ungenerously expressed doubts as to the safety of the track and the ability of the engineer, and it is supposed that this precluded the "blue coat" boys. Besides this, the conductor of the train refused to be an American flag on the engine, and the soldiers have a stubborn feeling of prejudice on the subject.

Notwithstanding these slight drawbacks the train moved off with the good wishes and cheers of all the Red soldiers in Lee's army, all the British aristocrats, the pirates Semmes and his friends. From all that can be learned from the incoherent talk of the few survivors of the sad catastrophe, it appears that there was trouble from the very start. The engineer and his fireman Pendleton quarreled all the trip, about the method of firing up, and the conductors and the fare-taker were constantly giving contradictory orders to the brakeman, a nervous conservative old gentleman pulled practically at the bell rope, giving engineer McClellan no end to trouble. Just how the accident happened no one can tell now, but certain it is that before the train had half way through, there was a shocking smash up, and such a multitude of passengers injured that it is doubtful if their names can ever be ascertained. Some assert that an old Illinois joker, familiarly called Old Abe, caused the disaster by putting a nail on the track; others that the fireman Pendleton let a bomb out of the peace tank on the fire of McClellan's boiler; others, that Vandalligham ran the train off the track by dropping an "O. A. K." stick of timber under the wheels; still others that the engineer was frightened by suddenly discovering "a bigger in his wood pile" on the tender, and overturned the locomotive by attempting to "change his hose" too suddenly.

Whatever the cause, there is no doubt of the complete wreck of the whole train, and the sad fate of the excursionists. There are but slight fragments of the more distinguished persons that are recognizable. Ben. Wood is missing altogether, except his 4-11-44 badge. Fernando was recognized by a copy of the statute of limitations in his trowsers pocket; Horatio Seymour and Vandalligham were found locked fast in each other's arms and crushed under the weight of certain "dry goods boxes" that contained bogus soldiers' votes; Governor Parker was badly bruised and lost his eyesight, so that he "can't see it" any more; Pendleton was pitched headlong into a ditch filled with secession mud, which choked him, and as for the engineer, he was blown so much higher than Gilderoy's kite and was so minutely pulverized that there is no ocular proof that any such man ever existed. The funeral of these excursionists will very soon be attended in Richmond, Va., by Jeff. Davis and all his cabinet, and it is currently reported that U. S. Grant may attend, not however as mourner. There will be no more trains run on this road, as the company being made bankrupt by this calamity will immediately wind up its affairs. The Union line will, however, in good running order.

EXPANDING THE LUNGS.—Step out into the purest air you can find; stand perfectly erect, with the head and shoulders thrown back, and then fixing the lips as though you were going to whistle, draw the air through the nostrils, into the lungs. When the chest is about full, raise the arms, keeping them extended, with the palms of the hands down as you suck in the air, so as to bring them over the head just as the lungs are quite full. Then drop the arms, and the chest open, reversing the process by which you draw your breath till the lungs are entirely empty. This process should be repeated three or four times during the day. It is impossible to describe to one who has never tried it the glorious sense of vigor which follows the exercise. It is the best expectorant in the world.

FREIGHT BILLS.

BLANK FREIGHT-BILL BOOKS.
For sale by H. M. WHITNEY.

Business Cards.

**J. H. COLE,
AUCTIONEER.**
(Successor to A. P. EBBERTT.)
At his late rooms, Queen Street. 422-1y

**H. W. SEVERANCE,
AUCTIONEER,
AND COMMISSION MERCHANT,**

**Fire-proof Store, Robinson's Building,
QUEEN STREET, HONOLULU.**

Will continue business at the new stand. 423-1y

**B. F. SNOW,
IMPORTER AND DEALER IN GEN. AL MERCHANDISE,
HONOLULU, OAHU, H. I.** 423-1y

**E. O. HALL,
Importer and Dealer in Hardware, Dry Goods, Paints, Oils, and
general Merchandise, corner of Fort and King Streets. 426-1y**

HONOLULU STEAM FLOUR MILL.

FLOOR, IRAN AND SHORTS. For sale by S. SAVIDGE, Proprietor.
425-1y

J. WORTH,
Dealer in General Merchandise, Hilo, Hawaii. Ships supplied
with reagents at the shortest notice, on reasonable terms.
Bills of exchange wanted. 425-1y

**ALEX. J. CARTWRIGHT,
Commission Merchant and General Shipping Agent, Honolulu
Oahu, H. I.** 425-1y

**H. Y. LUDINGTON,
(successor to F. S. PRATT & CO.)**

Importer and Wholesale Dealer in Wines and Spirits, and
Mai Liquors, Charlton Wharf, Honolulu, H. I. 417-1y

**CHUNG HOON, AGENT, YOUNG STRONG
CHUNG HOON & CO.,**

Commission Merchants and general Agents—Agents for the
Panama and Amur Sugar Plantations—Importers of tea
from China and foreign goods and whalebone dealers
in Hawaii—produce at the new Stone Store, Banana Street,
below King. 412-1y

A. S. CRINBAUM & CO.

Importers of Whaling Products, Fish, Shipping
Hemp, Caps, Boots and Shoes, and every variety of Gentle-
men's Superior Furnishing Goods. Store, formerly occupied
by W. A. Aldrich, Esq., in Makai's Block, Queen Street, Honolulu, Oahu. 407-1y

**CHEW LAND BROTHERS, ■■■■■
COMMISSION MERCHANTS,**

**NUANU STREET, next door below A. S. CRINBAUM,
Purchasers and dealers in Fungus, Beche-de-mer, Shark fin
and other Island produce.** 411-1y

**D. G. CLAYTERMAN & CO.,
COMMISSION MERCHANTS.**

**EXPERTS AT THE WHALING FLEET, by
Messrs. LEAHY, BREWER & CO., New Bedford
W. G. E. FOOTE Esq., Boston, do.
MORAN, STONE & CO., San Francisco,
MCNEIL & MERRILL, do.** 425-1y

D. N. FLITTER,
CONTINUOUS IN THE FIRE-PROOF BUILDING, KAUAHUMA
STREET.

Chronometers rated by observations of the sun and stars
with a small instrument accurately adjusted to the
meridian of Honolulu. Particular attention given to fine
watch repairing. Sextant and quadrant glasses silvered
and adjusted. Charts and nautical instruments constantly
on hand and for sale. 425-1y

A. L. CONWAY,
KAWAIAHE, HAWAII.

Will continue the Gen. & Merchant and Shipping business
at the above port, where they are prepared to furnish the
early celebrated Kawahua Potatoes and such other re-
venuts as are required by whale ships at the shortest notice
and at the most favorable terms. 425-1y

FIRE WOOD ON HAND.

**S. H. DOWSETT,
LUMBER MERCHANT!**

**IS NOW PREPARED TO FURNISH BUILD-
ING MATERIAL OF EVERY DESCRIPTION AT THE LOWEST MARKET
PRICES.**

REFERENCES:

Messrs. LEAHY, BREWER & CO., New Bedford
W. G. E. FOOTE Esq., Boston, do.
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PHOTOGRAPHS.

THE UNDERSIGNED IS PREPARED TO

TAKE AUTOGRAPHS AND PHOTOGRAPHS. ALSO CARDS DE-

PICTURES OF FAMOUS PERSONS, ETC.

**MESSRS. LEAHY, BREWER & CO., NEW BEDFORD,
W. G. E. FOOTE ESQ., BOSTON, DO.**

**MORAN, STONE & CO., SAN FRANCISCO,
MCNEIL & MERRILL, DO.** 425-1y

C. H. LEWIS,
J. G. DICKSON.

DEALERS IN LUMBER AND BUILDING MATERIALS, FEAT. ST., HONOLULU. 425-1y

A. S. CLECHORN,

**Dealer in General Merchandise, fire-proof store corner of Ka-
uhumaua and Queen streets; opposite Makai's Block.**

GENERAL TRADE ESTABLISHED IN NUANU STREET, above King.

**ISLAND PRODUCE bought and sold. Island orders carefully
attended to.** 411-1y

B. F. EHRLERS,
Dealer in Dry Goods, Suits, &c.

Front Street, Honolulu, Oahu, H. I. 415-1y

J. H. BRITTON,

**DEALER IN WINES, SPIRITS,
ALE AND PORTER, HONOLULU.** 423-1y

**ALSO—
Agents for the Lihue, Mokau, and Princeville Plantations.** 425-1y

H. VON HOLZ & HEUCK,

General Commission Merchants, Honolulu, Oahu, S. L. 425-1y

H. HACKFELD & CO.,

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